

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Cask of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [710]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

KELLY & WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations
and two coloured Plates, by Dr. Patrick
Manson \$6.50
"HELLESPONT" ON BRIDGE 3.00
THE ARROW WAR WITH CHINA, by Chas.
Leavenworth 2.25
THE EXPANSION OF TRADE IN CHINA,
by T. H. Whitehead 0.70
THE TRIAD SOCIETY OF HEAVEN AND
EARTH ASSOCIATION, by W. Stanton 3.50
A JAPANESE MARRIAGE, by Douglas
Sieden 1.25
TRANSACTIONS OF THE KOREA BRANCH
OF THE ROYAL ASIATIC SOCIETY, Vol.
I 3.25
FRIEND TOMMY AND OTHER TOPICS, by
Jess Chinchings 1.00
TRADE AND SHIPPING OF SOUTH-EAST
ASIA 0.80

THE
ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

BOTTLED ALES AND BEERS.

IND COOPE & CO., ALE	per 8 doz. Pints	\$15.00	Per doz. \$2.00
BASS LIGHT GRAVITY ALE	4 Quarts	15.00	3.75
DO.	8 Pints	17.00	2.25
BASS BOAR'S HEAD	8 " "	22.00	2.75
TENNENT'S	8 " "	17.00	2.25
EL CAPITAN, Pilsener	4 Quarts	13.00	3.50
DO.	6 Pints	13.00	2.25
JUBILEE, DO.	4 Quarts	13.00	3.50
DO.	6 Pints	13.00	2.25
MUNICH, DO.	4 Quarts	14.50	3.75
DO.	6 Pints	14.50	2.50
BLATZ, American	10 " "	25.00	2.50
PACIFIC, DO.	10 " "	25.00	2.50

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 17th September, 1901. [952c]

To-day's
Advertisements.

WANTED CIVIL ENGINEER'S AS-
SISTANT, Accurate Leveler able to
measure up piece work and make surveys.
Apply by Letter No. 476 Hongkong Tele-
graph, giving Qualifications, Testimonials and
Salary required.

WANTED PRACTICAL EUROPEAN
OVERSEERS (or GANGERS) none
but men who have had Practical Experience
in Excavation and can give good References
need apply.
Apply by Letter No. 477 Hongkong Tele-
graph, giving Qualifications, Testimonials and
Wages required.

WANTED PRACTICAL TIME-KEEP-
ERS, only those who have had Experi-
ence and can give good Testimonials need
apply. A knowledge of Chinese would be a
Recommendation.
Apply by Letter to No. 478 Box, Hongkong
Telegraph, giving Qualifications, Testimonials
and Salary required.
Hongkong, 17th September, 1901. [1026c]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain Mills, will leave for the above places,
on THURSDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.
Hongkong, 17th September, 1901. [926c]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above
on FRIDAY, the 20th instant, at 5 P.M.This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.
Hongkong, 17th September, 1901. [1025c]

COMPAGNIE DES MESSEAGERIES

MARITIMES.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

THE Company's Steamship

"LAOS,"

Captain Riquier, will be despatched for above
ports on or about TUESDAY, the 24th instant.For further Particulars, apply at the Com-
pany's Office.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 17th September, 1901. [1024c]To-day's
Advertisements.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR PAKHOI AND HAIPHONG.

THE Company's Steamship

"HAILONG,"

Captain Bathurst, will be despatched for the
above Port, TO-MORROW, the 18th instant,
at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

General Managers.
Hongkong, 17th September, 1901. [1023c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the
above Ports, on FRIDAY, the 20th instant,
at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

General Managers.
Hongkong, 17th September, 1901. [1020c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAICHING,"

Captain Davis, will be despatched for the
above Ports on FRIDAY, the 20th instant, at
Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

General Managers.
Hongkong, 17th September, 1901. [1021c]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Payne, will be despatched as above
on TUESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.
Hongkong, 17th September, 1901. [1022c]AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID,

ADEN, KARACHI, HOMBAY, COLOMBO,

PENANG AND SINGAPORE.

THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
This Vessel brings Cargo
From Venice, 44 S.S. Meteorship transhipped
at Trieste.Optional Cargo will be discharged here, unless
notice to the contrary be given immediately.No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 23rd instant, or they will not be
recognised.No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
23rd instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.
Hongkong, 17th September, 1901. [926c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship.

"CITY OF PEKING."

Then the Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.GEORGE ECKLEY,
Acting Agent.
Hongkong, 17th September, 1901. [1021c]

Intimations.

BOARD

AND

RESIDENCE.

MRS. HUBBARD.

166, QUEEN'S ROAD EAST.

Hongkong, 11th September, 1901. [1005c]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 44 & 46, Queen's Road Central. [958c]

C. E. WARREN,

BUILDING CONTRACTOR,

WYNDHAM STREET (Opposite to the

CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED

and "FIXED" DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED, and RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Prices on Application. [958c]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Em-
broidered Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES, to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 2nd April, 1902.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH
WHISKY.

Pronounced by Connoisseurs to

be the BEST BRAND in the FAR
EAST.

Per Dozen \$15.00

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

DEATH.

On the 9th instant, suddenly, at Singapore,
LEONARD MOESSNER, of Nürnberg, Germany,
in his 32nd year. Deeply regretted.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 17, 1901.

NOTES AND COMMENTS.

The New President.

A deal of interest must naturally centre
just now in Mr. ROOSEVELT, who, by the
unfortunate death of President MCKINLEY
at the hands of an assassin, has now suc-
ceeded to the Presidency of the United
States. Mr. ROOSEVELT has stated that he
intends to continue, absolutely unbroken,
the policy of his predecessor, as he con-
siders that that policy was conducive to the
honour and prosperity of the country. In
this utterance we have an assurance that
the policy of expansion in which the United
States embarked under the late President
will be continued, and doubtless Mr. ROOSE-
VELT will strive to follow in the footsteps of
his late chief to the best of his ability. But
can he do so? That is a question which
will puzzle the heads of politicians until
such time as Mr. ROOSEVELT has proved
his fitness or otherwise for the great task
which he has undertaken.

Judging by the American press, there seems
to have been very little in common between
Mr. MCKINLEY and his successor. Mr.
MCKINLEY was more of a student and had
trained himself to approach all matters with
judicial calm. He was a man who would
never act except after mature consideration
and was, we are led to believe, rather
cautious in his diplomacy and not inclined
to rush into anything which might bring
complications upon his country until all the
pros and cons of his contemplated action
had been well weighed. The character of
Mr. ROOSEVELT does not strike one in this
light. As the leader of the rough riders one
would hardly expect him to be very prone to
thought. His past career leads one to
believe that he will be quick to act and
very abrupt in his dealings. Thus it is not
surprising that a general feeling of anxiety
should prevail at the present moment to see
how the new President will conduct the
affairs of the nation. The United States, by
the adoption of their expansion programme
have done away once and for all with their
isolated position. They can no longer sit
afar off and quietly watch while Europe is
discussing some world problem. Their new
position will force them into taking a hand
in the game, much as they were drawn into
the Chinese imbroglio. The question is, will
President ROOSEVELT be the right sort of
man to have at the helm at such a time? Will
not his impulsiveness be apt to lead the
nation into complications in threading the
narrow ways of diplomacy along which the
United States is now obliged to march in
company with other Powers?

The Shanghai Garrison.

The China Gazette, as will be seen by
reference to another column, has come to
the conclusion that the Shanghai Garrison
is not wanted, and should be sent away im-
mediately. This is very unkind of our
Shanghai contemporary, which quite seems
to forget the somewhat hysterical panic
which overtook Shanghai last year. Shanghai
hadn't got a garrison then and Shanghai
drilled and drilled, and looked fierce, and
went about armed to the teeth in a very
official manner. We would also remind the
China Gazette that when the garrison did
arrive, Shanghai felt very much relieved and
said and did all sorts of nice things to show
how welcome that same garrison was. We
don't know whether our contemporary keeps
an old field-gun on the stairs, loaded to the
muzzle with leader type, and has its editorial
sanctum carefully barricaded with bales of
paper, but we fancy there must be some
reason of this kind for the sudden access of
confidence on the part of the Gazette. We
wonder if any of the soldier men have
offended it—or what?

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THE COCHRANE STREET
COLLAPSE.

THE ENQUIRY TO BE REOPENED.

ARCHITECTS TO BE EXAMINED.

We hear that the enquiry into the recent collapse of houses in Cochrane Street, whereby so many people lost their lives, is to be opened shortly. It is said that several of our leading architects are to give evidence and that the cause of the collapse and the question of who is to blame will be thoroughly gone into. We trust that this will prove to be the case and that the result of the enquiry will be put upon the shoulders of somebody or other. So long as collapses due to jerry building can occur without anyone being brought to book, it will be foolish to hope for any great improvement in building methods, but if it can once be shown that people will be held responsible for scamped work, a great change will come over the face of matters.

A PROPOSED SCHOOL OF SCIENCE
FOR HONGKONG.

As will be seen by the perusal of the following letters and memoranda that have been widely circulated amongst the Chinese, it is proposed by the Rev. C. R. Hagar of the American Board Mission to start a College of Science for Chinese students only. Mr. Hagar has been in Hongkong for a number of years, and by his untiring devotion to his work has gained the respect of everyone he has come in contact with. From the rough outline of the scheme, we are sorry to say we predict utter failure, and Mr. Hagar will have to provide some better entertainment to fill the upper part of his new building. The Viceroy of Canton struck the key note when he pointed out the importance of teaching the Chinese youth their own language. It seems like teaching a child words of three syllables while passing over the importance of the alphabet. A youth who hopes to write Chinese when he is about 18 years old is asked to learn Western Science when he is fourteen.

Some years ago the American Board Mission in Hongkong under the Rev. C. R. Hagar, M.D., D.D., purchased a block of land in Tai-ping-shan with funds subscribed by the Chinese converts. A four storey building was erected and is now complete. The ground and first floors are to be used entirely for church purposes and the proportionate cost of land and building to be defrayed by the church. The third and fourth floors are proposed to be utilized. Most of the leading Chinese in the Colony have been circulating, asking their support either financially or by lending their names to the proposed institution. This first circular, which we call the outlining of the scheme, is as follows and in producing the translation, strict attention has been paid to the sense, while we do not pretend to give the exact wording.

CIRCULAR.

The College shall be called the Hongkong Scientific Institution.

The following sciences will be taught in three classes, Chemistry, Electricity, Surveying, Astronomy, Mechanics, Metallurgy, Agriculture, Mining, Architecture, Lithography and Assaying.

It is proposed to engage both European and Chinese professors to instruct in the various subjects.

Those students who understand English will be taught in that language, while those who do not, will receive tuition in the Chinese tongue. Every student must be of the age of fourteen or over.

The necessary fees must be paid in advance, amounting in all probability to about \$50 a year.

Each student can pick out any of the subjects he wishes to study from the list.

Any expenses, apart from the lectures, such as books, chemicals, &c. must be paid for by the students.

Two examinations will be held a year, in both languages, each class being examined separately.

A student must start in the 1st class and prove himself worthy of advancement to the 2nd and so on to the 3rd.

Any student passing the 1st class examination will be granted a diploma and can teach anywhere, but it is hoped he will still continue to subscribe to the college.

Any subscriber of \$1,000 can enter a student free.

All accounts will be gone into by a committee of management, who will meet twice a year.

At first the knowledge imparted will be purely elementary and, if successful, branches will be opened in Kowloon and the interior.

The above are the outlines of the proposed college and give a fairly clear idea of the lines on which it will be worked.

There is also a letter from the Rev. C. R. Hagar of the American Board Mission which runs as follows:—

"Having a building in Tai-ping-shan, it is proposed to utilize part of it for a College of Science for the cultivation of the talents of the Chinese. The building is now complete. I have received the very best wishes from His Excellency the Governor, The Viceroy of Canton and Mr. A. W. Brewin, (Acting Registrar General) so trust that our appeal for funds will be well replied to. As a prominent man and one always willing to do good in a good cause, we hope you will help. As the teaching of science must be very beneficial to the Chinese. Trusting you will join the board of management and help us to raise the money, yours, etc."

COTTAM & CO.'S LATEST SHAPES IN LINEN COLLARS.

There is also another circular enclosed, explaining the objects of the institution, which goes somewhat as follows:—

The portion of the building used by the Mission will be managed by the Mission people.

The upper part of the building will be looked after by a separate committee to be elected.

Subscriptions from the public will be used in fitting up the class rooms &c. and balance will be kept for the college, not applied in any way to the Mission.

The appeal to the public is to provide tutors, instruments, &c.

Here follows a letter received from the Hon. J. H. Stewart Lockhart (Colonial Secretary):—

Sir,—In reply to your letter of the 25th, I am directed by His Excellency the Governor to inform you that any effort amongst the Chinese to forward the teaching of natural and philosophical science would meet with his support, and hopes the new undertaking will prove a success.

I remain,

From the Viceroy of Canton the following letter is appended.

I am very glad to see such an institution started. To teach the youth of China is one of the most important of duties. When I first came to Canton last year, I had this scheme in my mind but was faced by three difficulties. Firstly, although Canton is known as a very wealthy place, it is very difficult to raise money in, and no money in the treasury could be allotted to such a proposition. Secondly, to teach one or two sciences only would render the college incomplete and it will be found very difficult to procure teachers to instruct in all the different branches. Thirdly, I think it of the utmost importance that Chinese boys should first learn the Chinese language thoroughly. Our Government examinations are soon coming on and all students are very busy preparing themselves; at the same time I wish you every success and when I have time will write fully on the subject and do all in my power to help.

Mr. A. W. Brewin, who in 1898 was Inspector of Schools, wrote in the following strain:—

I have heard you have bought a piece of land to start a church and also a school of science. I think very highly of the proposition. Chemistry as we know, is the basis of physics; from it we find out the origin of everything in the universe, even to proving the presence of a Creator. The effect of learning chemistry must enrich a country's mind and especially the individual who studies. The benefits of this study are innumerable and the laws so incontestable as, in a way, to help to prove the truth of salvation. The Spirit moving amongst us although not seen, can be proved by chemistry and help us to understand the working of the Great power. Great results sometimes have small beginnings and in teaching chemistry you will help your work of preaching the Gospel.

Yours, &c., &c.

There is also a copy of letter to be signed and returned to Mr. Hagar with apology for sending it and not leaving to the recipient the writing of a reply.

THE WRECK OF THE
"ISLANDER."

SIXTY-FIVE LIVES LOST.

Details of the wreck of the Canadian Pacific Navigation passenger steamer *Islander*, announced by direct telegrams from London at the time, are to hand by the Canadian mail. The disaster occurred on August 15th, at 2.30 in the morning. The vessel, which was the flagship of the C. P. N. fleet and the largest and fastest passenger steamer on the Victoria-Skagway route, collided with an iceberg off Douglas Island, Alaska, while on her way south with the largest number of passengers that she has carried since she was replaced on the run a few months ago, and sank within fifteen minutes after striking. Capt. Foote, her master, and about 65 persons, including passengers and members of her crew, were drowned. The steamer left Skagway on the even of Wednesday the 14th ult. and was proceeding out of Lynn canal when the collision occurred. Most of the passengers and the members of the crew who were in bed were rudely awakened by the shock. The majority got out on deck in time to be saved in the boats, which were quickly manned, but a large number went down in their staterooms.

Capt. LaBlanc, pilot of the wrecked *Islander*, who was on the bridge and in charge of the steamer at the time of the wreck, tells of the disaster as follows. He says the stars could be seen through the gaps in the clouds—in fact, it was a fairly good night. The *Islander* was going along at nearly full speed, making fourteen knots. At 2.30 on the morning of Thursday, the 15th, without any warning whatever, she struck a piece of ice, how large it is impossible to say, for no one saw it. The officers had expected to meet ice, but said Capt. LaBlanc, like all other running steamers to Alaskan ports, they figured that any piece of ice that could not be seen could not do any damage to speak of.

Capt. LaBlanc was standing on the starboard side of the *Islander's* bridge at the time of the accident with his night glasses, and was looking along the steamer's course for ice. Just before the steamer struck, he had seen a piece of ice on the starboard bow and had cleared her, and was looking for any other bergs that might be there, but nothing was to be seen of any ice, and not until the vessel struck was he aware of the proximity of the ice. He did not see the ice after the vessel struck. As soon as the crash occurred, he rushed to the port side of the bridge, but saw nothing, for the small berg which brought death in its wake for many of those on the steamer, had completely disappeared under the vessel. The crash was not a

heavy one—in fact, Mr. LaBlanc says, he has struck logs which have caused more concussion.

Capt. LaBlanc immediately rang for the engines to be stopped, and hardly had he done so when Capt. Foote came running on to the bridge from his room. Capt. Foote had been below. Soon after Capt. Foote reached the bridge, the night watchman ran up from the lower deck and reported that the steamer was making water forward.

Capt. LaBlanc asked the watchman if the steamer was making much water, and the watchman said, "She is filling!" Capt. LaBlanc describes what happened, then as follows:—

"I realized that we must put the steamer ashore at once, and after ordering the helm hard a starboard, I rang for both engines to go full speed ahead. As I did so, I told Capt. Foote that it was our only chance to put her on the beach. Capt. Foote did not seem to realize this danger, and he said to me, 'I don't think we'll beach her here, for the beach is too steep. We'll run her back to Hilda Bay, and the ship can be saved if we put her on there.'"

"Seeing at that time that the steamer was settling down by the head, I urged Capt. Foote not to go to Hilda Bay, but to beach the steamer right where she was, which was about three-quarters of a mile, or it may have been a mile, from the shore of Douglas Island. Capt. Foote, though, seemed to think that the vessel might be got to the better beach at Hilda Bay, but then seeing for himself how the steamer was taking water, he ordered her to the beach at once.

"When he saw how she was settling, and he made up his mind to go ashore, several minutes had been lost, for after I had rung to the engines for full speed ahead, they had been stopped again. Then when Capt. Foote decided to put the vessel on the beach, I rang for full speed ahead again, but the steamer had taken too much water, and she was so much down by the head by reason of the incoming water that her stern was thrown high up and she would not answer her helm. She ran around, not answering the helm at all.

"I heard the mate's voice on the upper deck about then, and I called to him, 'Clear away the boats!' He answered, 'I don't know what to do,' and I went to his assistance as quickly as possible, and all hands there, two mates, and a sailor, assisting, we quickly got the boats out.

"There was a rush of passengers to the upper deck. All were excited. They at once took a hand in the work of getting the boats out and the majority of the men rushed the boats. There was no thought for the women or children, but these men rushed to the boats and cut away the tackles and ropes and crowded into the boats. Had there not been such a rush of passengers, I believe that we would have saved the majority if not all of the passengers, although the time was short. There was room for all, though, in the boats and on the rafts, and had the passengers not acted on the principle of every man for himself, as the majority did, the tale of dead would probably not have been so large. They clambered along the chains, loosed away the tackle, and, crowding in, were eagerly shouting, 'push off!'

"I saw one fellow, I don't know who he was, waving a hatchet and threatening to kill anybody who attempted to crowd into the boat which he was standing by. There was much excitement on both main and upper decks.

"As for the crew, they behaved well, indeed they could not have behaved better. Capt. Foote did not leave the bridge until the water practically lifted him off. All thought of the passengers and looked to their safety before seeking to save themselves. The boats were all got off safely without any being injured or swamped.

"The steamer was then fast going down by the head, and after the boats had left the steamer, we got the two rafts, which were left on the upper deck. We turned our attention to these and one we launched over the port side forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward raft on which I was there were about 25 people."

BAD OCCURRENCE AT
SINGAPORE.

Mr. L. Moessner, of Messrs. Brinkmann and Co., died suddenly in a gharry about midnight last night, while being driven to his residence, "Greenbank," Chancery Lane, says the *Straits Times* of 9th inst. The deceased, who was a native of Bavaria, just recently returned from Europe, but he had not been in the best of health for some time past. He was dining out on Saturday night, and was then in good spirits. He was out shooting yesterday morning, and in the evening dined out with friends. He expired in the gharry on the way home—the cause of death being believed to be apoplexy. An inquest was held this afternoon.

BAD ACCIDENT ON BOARD SHIP.

A fatal accident occurred on board the s.s. *Ormus* at Colombo, the other day, resulting in the death of Mr. H. R. Leslie, the second officer. The vessel was casting off her moorings at 4.40 p.m. preparatory to her departure, when the cleat, to which one of the mooring ropes was attached, gave way, and struck Mr. Leslie, who was superintending the operations, on the ribs, hurling him violently on the iron deck. In the fall Mr. Leslie broke his right leg, and sustained a serious injury to the base of the skull, besides other minor injuries. He died a few hours afterwards. Mr. Leslie, who was twenty-nine years of age, was a son of one of the Directors of Messrs. Anderson, Anderson and Co., who are joint managers in London, with Messrs. F. Green and Co. of the Orient Pacific Line of mail steamers. He had been in the employ of the Company for some years, and was a very popular officer.

COTTAM & CO.'S LATEST SHAPES IN SOFT FELT HATS.

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF HENRY JAMES FAUNCH, LATE OF VICTORIA, IN THE COLONY OF HONGKONG.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897 made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 4th day of OCTOBER, 1901.

All Creditors are hereby required to send in their Claims to the Undersigned on or before the said Date.

Dated the 15th day of July, 1901.
DEACON & HASTI GS,
Solicitors for
CHARLES CLARKSON & ROBERT WALPOLE,
the Administrators of the above Estate.

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that SEEBORN AND DIECKSTADT, LIMITED, of Danne-mora Steel Works Sheffield England Manufacturers have, on the 10th day of June, 1901, applied for the registration in Hongkong, in the Register of Trade Marks of the following TRADE MARK.



in the name of SEEBORN AND DIECKSTADT, LIMITED, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants and their predecessors in business since the year of 1870 in respect of the following goods:

Iron and Steel both Raw and in Bar and Rail, Bolt and Rod, Sheets, Plates, Hoops and Wire in class 5.

Dated the 15th day of June, 1901.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.

WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40. Apply personally to—

H. RUTTONJEE,
Hongkong, 6th September, 1901. [800c]

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL, Hongkong, 8th August, 1901. [852c]

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to Act as COMPTROLLER from next China New Year.

Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors, E. W. RUTTER, Manager. Hongkong, 30th July, 1901. [812c]

THE ROBINSON

PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 19th August, 1901. [571c]

HONG SING,

8 Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, &c.

Ducks, Complete Gentlemen's Outfitting, Hongkong, 30th August, 1901. [966c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 21st March, 1901. [74c]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'ARVILLE STREET.

H. RUTTONJEE, 5, D'ARVILLE STREET, Hongkong, 27th April, 1901. [34c]

Intimations.

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE. RASPBERRYADE. LEMON SQUASH. TONIC WATER. SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

W. BREWER & Co.

VALUABLE BOOK.

THE INTERNATIONAL LIBRARY OF LITERATURE. Selections from the World's great Writers, Ancient, Medieval and Modern, with Biographical and Explanatory Notes and critical Essays by most Eminent Writers, edited by Dr. RICHARD GARNETT, C.B. (of the British Museum), and other prominent Authors; with nearly Five Hundred Full-page Illustrations and Coloured Plates.

IN TWENTY VOLUMES.

Including a Portfolio of 10 very fine Popular Engravings. Price \$15.00 Complete.

New Silver Mount 1 Brain Wood Pipes 1 Case. 1 Cigar Holders, Cigarette Holders, 1 Antoh G. 1 Ball, Trading Paper in Rolls, 1 B. 1 minton Tennis Balls, 1 Footballs, and Sandown "Roue Game." 23 & 25, Queen's Road, Hongkong. [639c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. [735c]

Hongkong, 29th July, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai. [21c]

12th October, 1898.

DROZ & Co.,

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS:

MAXIM, BERNA, &c.

REPAIRS of WATCHES and CLOCKS

by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1901. [526c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 11th May, 1901. [14c]

SIEN TING,

SURGEON DENTIST,

No. 11, PAGILLAR STREET.

TERMS VERY MODERATE.

Consultation free. Hongkong, 27th September, 1901. [110c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to G. GIRAULT, Hongkong, 6th August, 1901. [667c]

NEW VICTORIA HOTEL.

ROTISSERIE, Menu à la Carte.

CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Dinner at Moderate Rates.

Madar & Fattor, Proprietors.

Hongkong, 2nd September 1901. [958c]

For Sale.

FOR SALE.

RURAL BUILDING LOT No. 1, situated upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to—

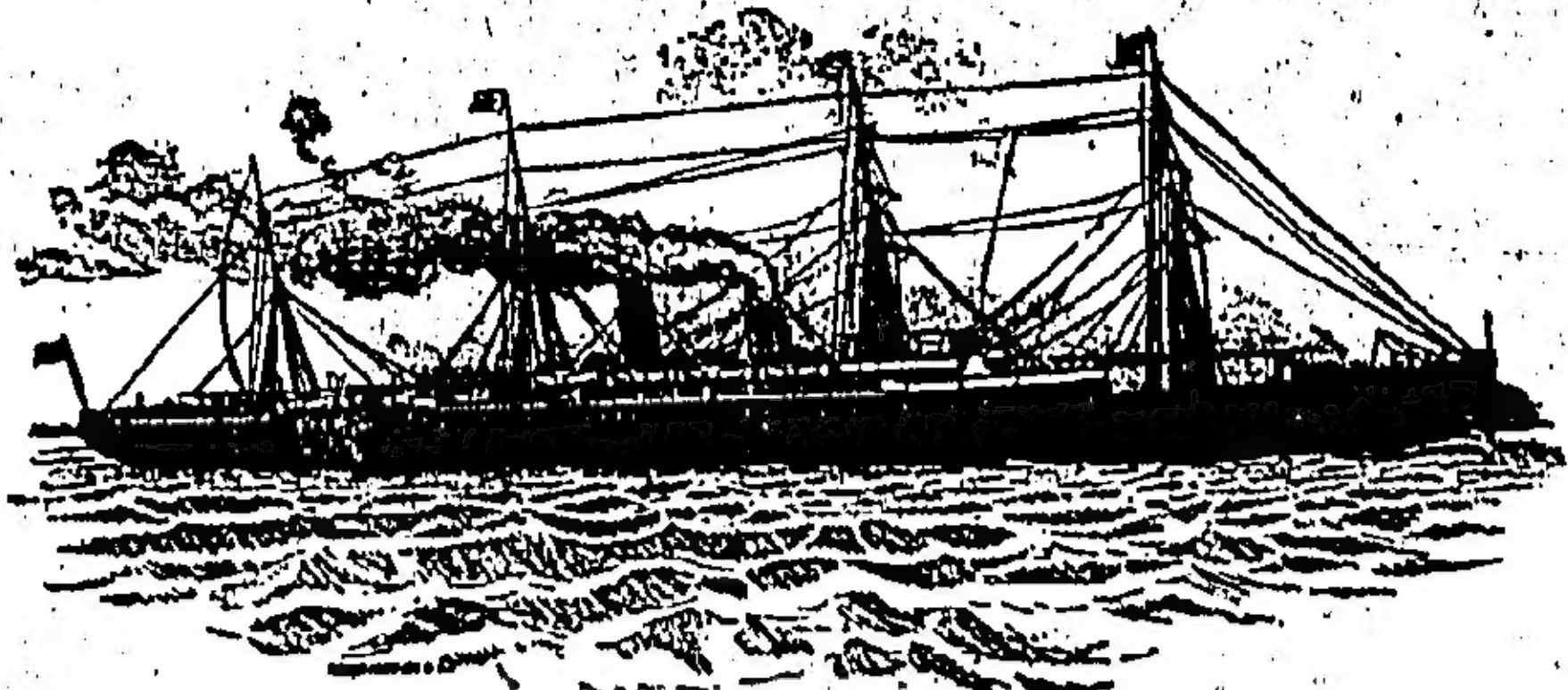
DENNIS & BOWLEY, Solicitors, SUPREME COURT HOUSE, Hongkong, 24th August, 1901. [910c]

A SPECIAL SALE.

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M.,

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING".....TUESDAY, 24th September, at Noon.
 "GABRIEL".....WEDNESDAY, 2nd October, at Noon.
 "CHINA".....SATURDAY, 19th October, at Noon.
 "DORIC".....TUESDAY, 29th October, at Noon.
 "PERU".....TUESDAY, 12th November, at Noon.
 "OPTIC".....WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4, in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates: First-class only to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting steamers.

Freight will be received on board until a day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address, in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Point, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

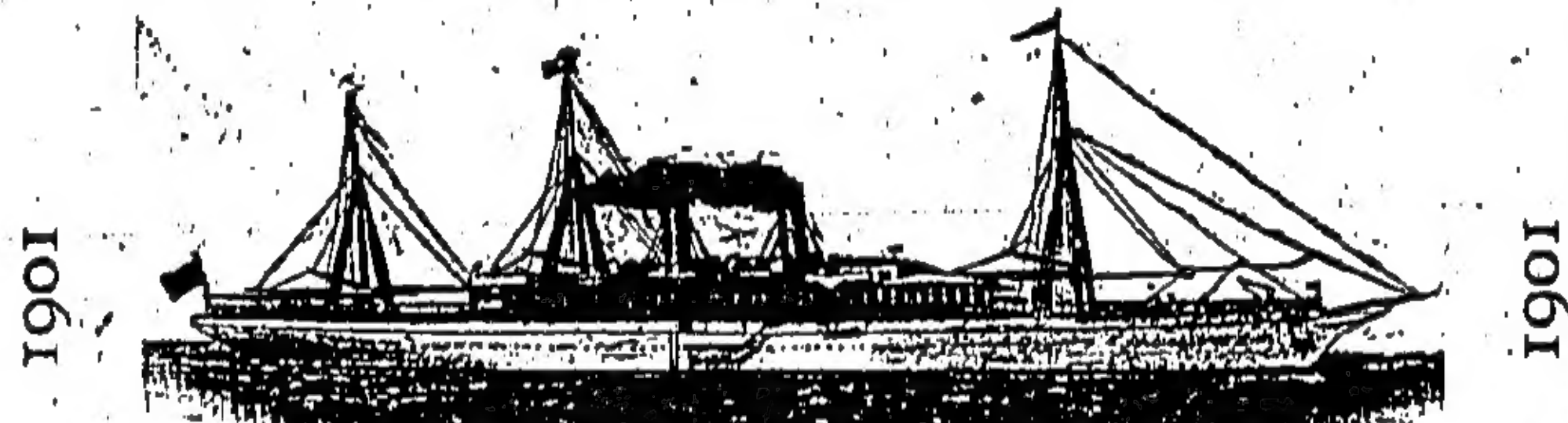
Merchandise Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th September, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. R. Pybus, R.N.R.....WEDNESDAY, 25th September.
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 23rd October.
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 20th November

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING GARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates in Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

DESTINATIONS	SAILING DATES	Freight
ANDALUSIA.....HAYRE, BREMEN and HAMBURG (Calling at SINGAPORE and PENANG)	21st Sept.	Freight.
ARABIA.....HAYRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	5th Oct.	Freight.
KOENIGSBERG.....HAYRE, BREMEN and HAMBURG (Calling at SINGAPORE and PENANG)	19th Oct.	Freight and Passengers.
BAMBERG.....HAYRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	2nd Nov.	Freight.
SEGOVIA.....HAYRE and HAMBURG (Calling at SINGAPORE and PENANG)	16th Nov.	Freight.
MARBURG.....HAYRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	30th Nov.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 12th September, 1901.

Insurances.

40 Years Experience.

Is represented in the Continuous Installment Policies of the Equitable. A guaranteed INCOME FOR LIFE even if you live as long as Methuselah. The ideal Assurance Particulars for the asking. The Equitable Life. "Strongest in the World."

Hongkong, 10th September, 1901. [995c]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1901. [30]

To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [700c]

TO LET.

GODOWN—No. 5A, DUDELL STREET. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

TO LET.

A HOUSE in RYON TERRACE. Apply to

"THE RETREAT," MOUNT KELLET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [209c]

TO LET.

NO. 3, ORMSBY TERRACE.—KOWLOON. Apply to

PUN HUNG, 35, Queen's Road Central. Hongkong, 17th July, 1901. [761c]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901. [971c]

TO LET.

NOS. 1 to 8, WILD DELL, WANCRAI ROAD. Apply to—

SANG KEE, 298, Des Vaux Road Central. Hongkong, 5th September, 1901. [976c]

Intimations.

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS.

H. RUTTONJEE, 5, D'Agular Street and 39 & 40, Elgin Road, Kowloon. Hongkong, 13th July, 1901. [34]

T. M. STEVENS & CO. CARRY IN STOCK

A FULL LINE OF "GERMINAL" MANILA CIGARS. T. M. STEVENS & CO. Beaconsfield Arcade. Hongkong, 2nd September 1901. [999c]

GRIMAULT'S SYRUP

OR HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OR HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success; it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT & Co, Paris, 101, rue de la Harpe.

THE PLAQUE.

Number of cases reported up till noon of the 16th September, 1901..... Chinese.....1,556 Other Asiatics.....31 Europeans.....12

Number of cases reported during the past 24 hours..... Chinese.....0 Other Asiatics.....0 Europeans.....0

Total number of cases reported to date 1,640

Number of deaths reported up till noon of the 16th September, 1901..... Chinese.....1,522 Other Asiatics.....35 Europeans.....12

Number of deaths reported during the past 24 hours..... Chinese.....0 Other Asiatics.....0 Europeans.....0

Total number of deaths recorded to date 1,569 Since noon on Saturday last the cases and deaths are—

Cases Chinese.....0 Other Asiatics.....0 Europeans.....1

Deaths Chinese.....0 Other Asiatics.....0 Europeans.....1

Total.....1

The plague returns for last week were— Cases.....11 Deaths.....11

Total.....22

THE SHANGHAI GARRISON.

HARDLY COMPLIMENTARY!

Thus the *China Gazette* of 13th instant.—

We are very glad to hear that the Viceroy Liu Kun-yih, has lost no time in bringing the subject of the useless continuance of the foreign garrison at Shanghai before the Consular Body, who discussed it at a meeting this afternoon.

Seeing how little actual use our gallant defenders are to us here now, and the upsetting effect they have upon the native mercantile mind, we really do not see what good purpose is to be served by perpetuating the military occupation, and we trust that the wise counsels which are in favour of their return to their respective homes will prevail. For all the good the foreign garrison in Shanghai has been, it might as well have been in Timbuctoo. The foreign population are admittedly tired of the visit of their military friends, who seem so absurdly out of place in a peaceful commercial community like this, and the sight of the crowds of officers, towing round great and useless swords, in the peaceful public gardens or on the unexciting bund has grown simply ridiculous. Why soldiers should want to display such absurd and archaic weapons, which we all know are absolutely useless against a modern enemy, and carry this exploded emblem of military glory about amongst giggling amahs and harmless house-boys, is one of the mysteries of the military art we are unable to fathom. It does not impress the Asiatic mind except with a sense of the ridiculous and it only makes European residents smile. The age of chivalry and of military glory in China is over for the present and we shall be all relieved to bid our gallant protectors a long good-bye.

THE CHUCHOU MASSACRE.

The determination of Sir Ernest Satow that the Chinese guilty of the Chuchou Massacre, should not get off the punishment they deserved has borne fruit, says the *N. C. Daily News* of the 14th inst., and it is interesting to put on record the punishments inflicted. Liu Shu-ang, the Governor of Chikiang, has been degraded and banished to his native place. Yang Chuan, Provincial Judge and afterwards Treasurer, degraded and banished to Szechuan. Pao Tsu-lin, Taoist of Chuchou, degraded, and sent to perpetual banishment in Kashgaria. His official rank was taken away from him, but his hereditary rank of Baron was left to him on account of the eminent services of his father, General Pao Ch'ao, who was one of Taiping Kuo-fan's bravest lieutenants in the Taiping Rebellion. Yu, the Brigadier-General of Chuchou was sentenced to perpetual banishment, but evaded the sentence by dying. Chou Chih-ti, the commander of the trainbands at Chuchou was executed there on the 26th ult. Three of the principal gentry of Chuchou, Cheng Lien-sheng, Cheng Yung-shi, and Lo Pao-chuan, were deprived of their degrees and degraded. Hung, the prefect of Chuchou, was degraded. Fourteen of the actual murderers, including one lieutenant, were condemned to death; one died in prison and the other thirteen were executed on the 8th instant. Nine accomplices were condemned to banishment for life, and seven whose guilt was of a somewhat lighter shade, to five years imprisonment. A sterner justice would have exacted the death penalty certainly from Pao, and probably also from Governor Liu and Treasurer Yang Chuan, but Prince Tuan has been allowed to escape it, and Yung Lu has not been punished at all. Everywhere the net of the law is so paradoxically constructed that the big fish escape and the little ones are caught.

LI HUNG-CHANG'S CONDITION WORSE.

SHANGHAI, September 13th.

According to telegrams received by the local mandarin from Peking, H.E. Li Hung-chang's condition has changed considerably for the worse. He partook of hardly any nourishment yesterday. An Imperial Decree has been issued granting him a half month's leave of absence.

Prince Ching has sent two telegrams to Sheng Tao-tai commanding him to proceed to Peking as quickly as possible, to assist the Chinese Commissioners and the Plenipotentiaries in the amendments of the Peace Treaty according to Art. XI of the new treaty in regard to commerce and navigation, as well as with other matters touching the commercial relations with the Foreign Powers.—*Mercury*.

G. GIRAULT for TABLE DELICACIES.

NATIVE NOTES.

SHANGHAI, September 14th.

THE HEALTH OF VICEROY LI HUNG-CHANG.

A telegram received yesterday from Peking reports that Viceroy Li Hung-chang's condition is very serious and that he had been unconscious for several hours. An Imperial Edict telegraphed to Peking has granted the Viceroy sick leave for 15 days.

THE JOURNEY OF THE COURT.

To K'ai-feng, according to a telegraphic dispatch from Hsian, has again been delayed; this time owing to the unusual quantity of rain which has obstructed work and therefore will prevent the construction of the temporary palaces en route in time for the reception of the Court, if it should start from Hsian on the day first set by Imperial decree, namely, the 1st of September. There will therefore be another delay of, say, some three weeks or so.

STOPPAGE OF LITERARY EXAMINATIONS IN HONAN.

With reference to the Imperial decree issued at the demand of the Powers commanding the stoppage of literary examinations in the sub-prefectures of Chenchou, Chengchou and Kuangchou, and in the prefecture of Nanyangfu and district of Honehsien, all of Honan province, owing to those places being implicated in the anti-missionary troubles of last year; it would appear from a Honan letter, that some of the cities above-named were really innocent of the charge, and this having been reported by the Chinese Plenipotentiaries to the various Foreign Ministers, a commutation has been allowed in regard to Chenchou, Chengchou and Honehsien, where the literary examinations will be held as usual. Kuangchou and Nanyangfu still remain under the ban for five years.

H.E. SHENG TO GO TO PEKING.

A Peking dispatch to the *Sinwuhpao* states that, in his capacity of Imperial High Commissioner of Commerce, H.E. Sheng's presence is required in Peking to assist in the negotiations concerning the Commercial clause of the Protocol. To this end the Chinese Plenipotentiaries have sent repeated telegrams to H.E. hastening his journey to Peking. There does not, however, seem to be any date set, so far, for H.E.'s departure for the North.—*N. C. Daily News*.

CALCUTTA BARMAIDS.

THE BENGAL LIEUTENANT-GOVERNOR'S ORDER.

Commenting on the recent order of the Lieutenant-Governor of Bengal prohibiting the employment of barmaids in hotels and drinking saloons, *Capital*, the Calcutta weekly, says:—

We can quite understand and appreciate the motives which led the Lieut.-Governor to determine that in future the employment of barmaids in Calcutta should be prohibited, but it seems to us that it is altogether too late in the day to take action in this direction. Barmaids have been an established institution in Calcutta for the last twenty years and more, and the action of the Lieutenant-Governor is rather that of a Rip Van Winkle, who waking up from a long sleep rushes in where angels might fear to tread, rather than that of a statesman and administrator.

It seems to us a very strong order to prohibit an honest woman from earning an honest livelihood. There may be a few barmaids of doubtful character among those who minister to the wants of the thirsty; but that is no reason why the remainder should be prohibited from earning an honest living. Whether that living is respectable and moral depends entirely upon the woman herself, and it seems to us a most outrageous thing that the Lieutenant-Governor should in effect stigmatise the employment of a number of decent women as improper. The Government of India might just as well prohibit the employment of all covenanted civilians, including Sir John Woodburn, because Mr. A. P. Fennell is unfit for office.

We would invite the attention of the Government of India to the terms of the Contract Act, and especially to Section 27. It reads thus:—

"Every agreement by which anyone is restrained from exercising a lawful profession, trade or business of any kind, is to that extent void."

Now the license given by the Commissioner of Police to sell liquor is in the nature of an agreement; certain things have to be done by both sides and it seems to us that any stipulation in it restraining a person from carrying on a lawful profession would be void.

Whether this be the law or not, there is no doubt whatever that the action of the Lieutenant-Governor is a fraud on the Contract Act.

We already see that in consequence of this resolution, a newspaper is agitating that the employment of women in tobacconist shops should be prohibited, and we shall probably see an agitation against the employment of women altogether; and we protest against such a proceeding as utterly mean and contemptible. We are not sure that the barmaids, who are thus being prohibited, could not sustain an action for damages against Sir John.

If the question was whether licenses should be granted for the employment of barmaids, there having been none hitherto, we would unquestionably say that it was undesirable. But it must be a little more than undesirable before the Government take the serious step which Sir John Woodburn is taking. It is one thing to prohibit a proposed new trade, and it is quite another to stop one which has been going on for many years past.

The *Englishman* has opened its columns to a correspondence on the subject, and the following are a few of the letters that have appeared:—

"Ajax" writes:—The pronouncement of the Lieutenant-Governor of Bengal as to the future conduct of Bar in Calcutta can hardly fail to evoke wide spread dissatisfaction not unmingled with indignation in this city. One would like to think that His Honour had given both sides of the question his fullest consideration, but the tenor of the Financial Secretary's letter rather conduces to the impression that such was not the case, and that the drastic measure of forbidding the local employment of barmaids was adopted almost entirely on the *ex parte* and quite irresponsible statements of the Women's Christian Temperance Union and the other three memorialists. The head and front of the offence seems to be (1) that the employment of barmaids in Calcutta is "injurious to the women themselves," and (2) that it is "a discredit to the European community." These are fatuous statements in quite the best Exeter Hall style, and like most propaganda that emanate from that abode of bliss are not intended to be examined or sifted. To take the first objection, the injury that may accrue to a woman working as a barmaid in India, in contradistinction to working as such in England, can only be due to the different climatic conditions, and the severity of the heat here is largely tempered by the easier hours, and the fact that work does not commence in earnest until after sundown or even later. As regards the period of service, it is extremely light, being, I believe, only two years, with passage paid out and home. The second objection, the "discredit to the European community," is of course, a matter of opinion pure and simple, though where the discredit comes in, I, with many others, fail to see. So long as the hotels and bars are properly conducted there is no discredit. Discredit there will be when we oust European and English women to provide additional employment for natives! The preponderance of women in England is only too well known, and the consequent difficulty of their finding employment is equally so; yet here we find at the instance of a band of faddists a valuable outlet for white labour is to be stopped to make room for our Aryan brother! Of course, the Woman's Christian Temperance Union will hold up their hands and protest, urging that nothing of the kind was intended, but the fact remains that they have been guilty of a gross injustice to their own sex by their meddling interference in matters that do not concern them. That Bengal should have slavishly followed Burma is not less a subject for wonderment.

"Verax" says:—Contrary to the opinion of "Ajax," I believe, with few exceptions, the European community of Calcutta hail, with the liveliest feelings of satisfaction, the decision of the Bengal Government to prohibit the employment of barmaids. Dissident voices will probably be heard in some chumeries of callow youths who imagine they will find life "beastly, dull, don't cher know," when deprived of their usual nightly amusement of loitering over a bar counter in conversation with the fair dispensers of whiskey pegs. But even they will survive the shock, and possibly it will do them good. The prohibition of barmaids will lead to less drinking. If their presence behind the bar did not encourage the consumption of liquor, it would not pay the hotel proprietors to bring them out. But putting that question aside, the action of the Bengal Government is abundantly justified on the grounds stated, viz., that the employment of barmaids is "injurious to the women themselves" and is "a discredit to the European community." "Ajax" in a light and airy style dismisses the first mentioned ground with a reference to the easy hours and short service of the barmaids. Some girls at some bars may experience no physical hardships, but I have been told a different tale by others. But it is not to the physical so much as to the moral dangers that the Government of Bengal refer, and these it suits the purpose of "Ajax" to ignore. They are none the less real, however. It is not a nice subject to discuss in a newspaper; but if "Ajax" knows nothing of English girls, whose lives have been wrecked and ruined as a result of obtaining employment behind a Calcutta bar, then he has only to ask any "man about town," and he will soon have his ignorance dispelled. I have not been in Calcutta many years myself, but I could supply "Ajax" with chapter and verse of some very sad and pitiable stories that have come under my personal knowledge. I do not say that it is impossible for a barmaid to be all that one wishes, but her environment is not that which a father or brother would willingly choose for his daughter or sister. Why should English girls be exploited in this manner by keepers of hotels and drinking saloons? "Ajax" speaks of it as "a valuable outlet for white labour." I can only hope your correspondent is not a true born Britisher. I should be sorry to think that any one with a spark of chivalrous regard for English, Scotch, Irish or Welsh girls would lift his little finger to support a system that places them in such equivocal positions. If "Ajax" cannot see where the discredit to the European community exists in regard to the employment of barmaids, I can only assume that he has never been in a bar where any Tom, Dick or Harry, sober or fuddled, is at liberty to enter and express himself in language polite or otherwise to or in the hearing of the girls behind the bar. I assume further that "Ajax" has no conception of the withering contempt natives must feel for Britishers who permit and encourage their *miss rahis* to all a position that places them, according to native ideas, on a par with Kols and Sonthals. This is an natives' idea of what is proper and womanly may be characterized as a mere caste prejudice, but in this respect at least I would sooner trust their sense of what is right and decent than that of "Ajax." Any rate it is in accord with the feelings of Americans. In the United States women enjoy perfect liberty of thought and action, but the men hold their daughters and sisters in too high an estimation to allow them to disperse firewater from behind a bar.

G. GIRAULT FRESH GOODS BY EVERY MAIL.

G. GIRAULT WINE AND SPIRITS MER.

G. GIRAULT CHAMPAGNE.

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Post Office.

Mail will close.

For Canton—Per *Honani*, to-morrow, the 18th instant, at 7.30 A.M.
 For Quong-chow-wan, Hoihow, Pakhoi and Haiphong—Per *Hua*, to-morrow, the 18th inst., at 9 A.M.
 For Pakhoi and Haiphong—Per *Hailong*, to-morrow, the 18th inst., at 9 A.M.
 For Europe, S. C. India, via Taitoon—Per *Prins Heinrich*, to-morrow, the 18th instant, at 11 A.M.
 For Macao—Per *Heungshan*, to-morrow, the 18th instant, at 1.15 P.M.
 For Kunchuck and Samshui—Per *Tung-kong*, to-morrow, the 18th instant, at 3 P.M.
 For Manila—Per *Perla*, to-morrow, the 18th instant, at 4 P.M.
 For Canton—Per *Fatshan*, to-morrow, the 18th instant, at 5 P.M.
 For Singapore, Sourabaya and Samarang—Per *Chiydra*, on Thursday, the 19th instant, at 2 P.M.
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Carlisle City*, on Thursday, the 19th instant, at 4 P.M.
 For Swatow, Amoy and Fenchow—Per *Haitan*, on Friday, the 20th inst., at 9 A.M.
 For Amoy and Tamsui—Per *Haitan*, on Friday, the 20th instant, at 11 A.M.
 For Moji—Per *Canton*, on Friday, the 20th instant, at 4 P.M.
 For Amoy and Shanghai—Per *Whampoa*, on Saturday, the 21st instant, at 4 P.M.
 For Tientsin—Per *Kwaiyang*, on Monday, the 23rd instant, at 4 P.M.
 For Singapore, Penang and Calcutta—Per *Laisang*, on Tuesday, the 24th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 25th inst., at 11 A.M.
 For Europe, S. C. India, via Taitoon—Per *Chusan*, on Saturday, the 28th inst., at 11 A.M.

EXCHANGE.

Hongkong, 17th September.

ON LONDON, Telegraphic Transfer 1/11 1/2
 Bank Bills, on demand 1/11 1/2
 Credits, 4 months' sight 1/11 1/2
 Debits, 4 months' sight 1/11 1/2
 ON BERLIN, (demand) 1/11 1/2
 ON PARIS, Bank Bills, on demand 1/11 1/2
 Credits, 4 months' sight 1/11 1/2
 ON NEW YORK, Bank Bills, on demand 1/11 1/2
 Credits, 30 days' sight 1/11 1/2
 ON BOMBAY, Telegraphic Transfer 1/11 1/2
 On demand 1/11 1/2
 ON SHANGHAI, Telegraphic Transfer 1/11 1/2
 Private 30 days' sight 1/11 1/2
 ON YOKOHAMA, T.T. 1/11 1/2
 Sovereigns, Bank's Buying Rate 1/11 1/2
 Gold Leaf 100 touch, per tael 1/11 1/2
 Bar Silver 1/11 1/2
 Dollars 1/11 1/2

OPIUM QUOTATIONS.

Hongkong, 17th September.

New Patna 957 1/2 per chest.
 Old Patna 972 1/2
 New Benares 974 1/2 per picul.
 Old Benares 945 1/2
 New Malwa 850/800
 Old Malwa 870/900
 Persian, paper tied 815

KOWLOON HOTEL.

Connally, Miss K. Holden, Mr. Geo. H. Fernandez, Mr. & Mrs. Hoidon, Capt. H. N. J. B. Logan, Mr. and Mrs. Grimes, Mr. & Mrs. J. and child, Hargis, Mr. Herm. Nobbs, Prof. A. P. Harman, Mr. T. O. B. Rieger, Mr. V.

RIVER STEAMERS, SOORONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Hon-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Pow-an, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,352, C. V. Lloyd, Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 726, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton, and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 1,41, G. F. Morrison, R.N.R., Hongkong, Canton, and Macao Steamboat Co.
Kianglung, Chinese steamer, 53, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Lungshan, British steamer, 1,41, R. D. Thomas, Hongkong, Canton, and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40, Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie, Kwong Wan Steamship Co.
Cheung Kong, Y. Kun, 58, Kwong Wan S.S. Co.
Kwai Lun, British steamer, Kai Hing & Co. Ltd., Amoy and Canton.
Nanning, British steamer, J. J. Lossius, Hongkong, Canton, and Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutzing, lorch, 160, Reynolds, Hongkong to Canton, Hung Kum Sing.

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,566, C. J. Matlock, 15th Sept.—Bangkok and Koh-si-chang 8th Sept. Rice.—Jardine, Matheson & Co.
 DABELBERG, German steamer, 1,379, A. Rieckmann, 7th Sept.—Samarang 29th Aug. Sugar.—Butterfield & Swire.
 CANTON, British steamer, 1,170, D. F. F. Lawrence, 13th Sept.—Shanghai 10th Sept. General.—Jardine, Matheson & Co.
 CARLISLE CITY, British steamer, 1,894, A. L. Patterson, 12th Sept.—Vladivostok 6th Sept. General.—Butterfield & Swire.
 CHANGSHA, British steamer, 1,463, T. Moore, 12th Sept.—Shanghai 9th Sept. General.—Butterfield & Swire.

CHARLES ROGER, Belgian steamer, 1,292, Smith, 8th Sept.—Mol 1st Sept. Coals.—Oiler.
 CHUWINDA, British steamer, 1,567, R. Cox, 14th Sept.—Calcutta via Penang and Singapore 8th Sept. General.—Jardine, Matheson & Co.
 DECIMA, German steamer, 794, H. Schliker, 14th Sept.—Saigon 10th Sept. Rice.—Siemens & Co.
 ELICANO, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 31st August, Ballast.—Brandao & Co.
 EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 11th Sept.—Vancouver B.C. 24th Aug. and Shanghai 8th Sept. Mails and General.—C. P. R. Co.
 HAILONG, British steamer, 782, H. Bathurst, 14th Sept.—Haiphong 13th Sept. and Hoihow 15th Rice and Figs.—Douglas, Lapraik & Co.
 HUE, French steamer, 705, G. Godiaun, 15th Sept.—Haiphong and Hoihow 14th Sept. Rice.—A. R. Marty.
 KOUN MARU, Japanese steamer, 1,783, Y. Minamikawa, 11th Sept.—Kobe and Moji 3rd Sept. General.—Kusakabe & Co.
 LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.—Moji 23rd August, Coal.—Jardine, Matheson & Co.
 LOONGMOON, German steamer, 1,245, R. Schuldt, 9th Sept.—Canton 9th Sept. General.—Siemens & Co.
 MAIZURU MARU, Japanese steamer, 667, Saito, 14th Sept.—Amoy 11th Sept. General.—Mitsui Bussan Kaisha.
 PERLA, British steamer, 1,287, J. A. McArthur, 14th Sept.—Manila 11th Sept. General.—Sheehan, Jones & Co.
 RAJABURU, German steamer, 1,189, A. Ahlbar, 14th Sept.—Bangkok 3rd Sept. and Koh-si-chang 7th Rice.—Butterfield & Swire.
 RAJAH, British transport, 3,634, J. L. Leftwich, R.N.R., 16th Sept.—Shanghai 13th Sept.
 SATSUMA, British steamer, 3,100, McIntosh, 3rd Sept.—New York 17th June, and Manila 31st Aug. General.—Dodwell & Co., Ltd.
 TETAKOTOS, German steamer, 1,518, Bruhn, 12th Sept.—Java 4th Sept. Sugar.—Siemens & Co.
 TRIGONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 16th Aug. Kerosine.—Arnhold, Karberg & Co.
 VICTORIA, American steamer, 2,112, J. P. Pantion, 1st Aug.—Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ltd.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Treby, 29th May.—Manila 9th May, Ballast.—Order.
 GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.
 HELEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept.—Chefoo 28th Aug. Ballast.—Arnhold, Karberg & Co.
 I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July, General.—Arnhold, Karberg & Co.
 LAUNBERGA, American bark 906, McDougall, 14th Aug.—Cebu 6th Aug. Ballast.—Master.
 L. SCHEFF, American ship, 1,673, Kendall, 5th July.—Manila 25th June, Ballast.—Carroll & Co.

MANUEL LLAGUNA, American ship, 1,650.

Nichols, 29th June.—New York 3rd Mar. Kerosine Oil.—Standard Oil Co.
 SEA WITCH, American ship, 1,172, Hawes, 21st Feb.—Manila 18th Feb. Ballast.—Master.
 STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosine.—Standard Oil Co.

SUSQUEHANNA, American ship, 2,590, M. T. Bailey.

24th July.—Manila 17th July, Ballast.—Siemens & Co.
 VALE OF DOON, British bark, 672, Peterson, 31st Aug.—From Nar Yun, Wood.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 17th, 1901.

Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Wei-hai-wei.
Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Sturton, Weesung.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
Astron, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
Barfleur, 1st-class battleship, 13,500 tons, 14 guns, 13,163 i.h.p., Captain Sir C. J. S. Warrender, Bart., Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.
Drum, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
Brise, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Boucher Wrey, Bart., Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
Daphne, sloop, 1,120 tons, 8 guns, 2,000 i.h.p., Capt. W. C. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tildard, Shanghai.
Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Eek, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Powell, Canton.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wint, Shanghai.
Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.
Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O., Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Gordon Howe, C.M.G., A.D.C., Wei-hai-wei.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Taku.
Plenty, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.

Pique, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 1,800 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plaver, 1st class gunboat, 455 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. U. V. de M. Cowper, Shanghai.
Rambler, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.
Robin, river-gunboat, 85 tons, 2 guns, 2,107 i.h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stipford, Wei-hai-wei.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. L. J. de, Shanghai.
Whiting, twin screw, torpedo-boat destroyer, 600 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, U.S.O., Wei-hai-wei.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiangling.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Millman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,000 i.h.p., Capt. J. P. Rossum, Swatow.
Leopold, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresia, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,730 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Runst, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Versholovskiy, at Tientsin.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons, 15 guns, 1,150 h.p., Captain Dobrovolsky, at Tientsin.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
Gremiatichy, Russian armoured cruiser, 12 guns, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Korvet, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Narynski, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Ovany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.
Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Nagasaki.
Rorbnayn, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,500 i.h.p., 16 guns, Capt. Melesuky, at Nagasaki.
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.
Sissat Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Taku.
Stovuch, Russian gunboat, 950 tons, twin screw 12 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Suevoborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vsadinik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulic, at Taku.
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruf, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kanaitka, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.
Kita, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Narxan, Russian torpedo boat, 85 tons, 4 guns, 1,800 h.p., 22 knots.
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podaromik, Russian torpedo boat, 13 tons, 1 gun, 220 h.p., 16 knots.
Stikh, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 150 tons, Captain Smirnov, at Shanghai.

Shkorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sochikina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sem, Russian torpedo boat, 400, Capt. A. Chers, at Shanghai.
Sierlach, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Siraur, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Singur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borje, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexeiev.
 * Flagship of Rear-Admiral F. V. Dubossioff.
 * Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.

Dussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
 * *Furst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
 * *Goeben*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hein, German despatch vessel, 2,000 tons, 12 guns, Capt. Rampold, at Woosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Ilisa, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Shamer, at Canton.
Irene, German cruiser, 4,300 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gulich, at Amoy.
 * *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzdorff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachsberg, at Shanghai.
Schwale, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Ward, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Flurich, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Flurich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendenker.
 * Flagship of Rear-Admiral Geissler.
 * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 300 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,700 tons, Capt. Bathine, at Taku.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugard, 2nd-class cruiser, 4,009 tons, 10 guns, 9,000 i.h.p., Capt. Delfevre, at Shanghai.
Chasteloup-Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.
Cemete, gunboat, 600 tons, Capt. Lodel, at Canton.
Duclaux, gunboat, 690 tons, Capt. Maresbette.
 * *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 16 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.
Descartes, 2nd class-protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Shanghai.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Friant, gunboat, 693 tons, Capt. Adam, at Japan.
Guichen, 1st-class cruiser, 8,277 tons, 24,000 i.h.p., 8 guns, Capt. de Surgy, en route Home.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kervaire, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Fortail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pastel, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Sty, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Morner, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Domessaur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. cruiser, 1,710 tons, 6 guns, 4,350 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 127 tons, 1 gun, 15 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
Cedric, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgo, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply ship, Lieut.-Comdr. A. Metz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.